

# Montana and the Sky



Vol. 34, No. 3

MONTANA AERONAUTICS DIVISION

March 1983

## FAA Announces Schedule For Lifting Flight Restrictions

Comprehensive plans for lifting air traffic control restrictions for both the airlines and general aviation in most parts of the country were announced recently by J. Lynn Helms, administrator of the FAA.

The plan represents a major step forward in the FAA program to rebuild the air traffic control (ATC) system after the August 1981 controllers' strike.

The ATC system presently is handling slightly more than 90% of pre-strike traffic levels and is expected to return to 100% by April. However, FAA will continue to use flow control procedures and other measures after April to prevent excessive traffic build-ups during peak hours.

By December 1983, FAA will reduce the restrictions to pre-strike type of traffic control. Staff and supervisory personnel will still be working traffic. Staff and supervisory personnel will be able to resume normal duties by July of 1984.

One element of the FAA plan for returning the ATC system to normal involves a phased lifting of controls at the 20 major U.S. airports where capacity constraints now are in effect. Aircraft operators, both airlines and non-airline, presently must have an allocated slot, or reservation, to land at these airports during designated peak hours.

The plan calls for reducing the number of airports with hourly quotas from 20 to 14 over the period March-August 1983. The six airports being dropped from the program and the effective dates are: Boston Logan, March 31; Las Vegas, April 11; Minneapolis, April 24; Ft. Lauderdale and Miami, July 25; and San Francisco, August 29.

FAA will make an announcement in April regarding the phase-out of hourly quotas at the other 14 sites.

Originally, FAA imposed flight quotas on 23 major airports, but Seattle was dropped shortly after the strike and Washington National and Kansas City International in recent months. In addition, the agency has permitted a steady increase in the number of flights at these airports over the past 18 months by providing additional arrival slots to the airlines as capacity grew.

A second major element involves a phase out of restrictions at the 20 air route traffic control centers that are responsible for the control of aircraft operating under instrument flight rules between airport terminal areas. A reservation system for these operations was established by FAA after the strike to match traffic to staffing levels and also control operations at airports that did not have specific capacity constraints.

FAA already has begun a phase out of flight restrictions at the 20 air route traffic control centers. To date,

nine centers have dropped all restrictions on flights within center boundaries, which may cover an area of 50,000 square miles or more. The other 11 will follow suit by the end of August.

The next step is to drop restrictions of flights between adjacent center areas. For example, restrictions already have been removed on flights between the Seattle and Salt Lake City centers. The Oakland center will link up with these two in March and the Los Angeles center will join the group in May. This will permit unrestricted flight throughout all or most of eight western states. The only exceptions will be flights into Los Angeles International and San Francisco International where hourly quotas will remain in effect until later in the year.

During the spring and summer, similar center groupings will be completed with one group covering the midwest and the other the southeastern part of the country. Enroute centers covering the Great Lakes states and eastern portions of the U.S. will be joined later in the year to complete FAA's nationwide enroute center restoration program.

Still a third element of the plan will give scheduled airlines increased access to FAA's Tower Enroute program. This will allow the carriers to fly between certain adjacent airports under tower control without obtaining an airport arrival slot.

# *Administrator's Column*

I was very pleased to see the good attendance at our annual Aircraft Mechanics Refresher Seminar which we held in Helena February 8, 9, and 10. Aircraft mechanics from the far reaches of Montana were in attendance. The success of this program is largely due to the efforts of Fred Hasskamp and Patty Mitchell of our Safety and Education Bureau in arranging interesting and educational presentations from the aviation industry. The FAA also provided interesting programs as well as recognizing this seminar as meeting IA renewal criteria. See more on the seminar in this publication.

\* \* \* \*

The Legislative mid-term has been reached and following is an update on bills affecting aviation.

**HB 341** — To change collection of fuel taxes from refinery to vendor — Killed in Committee.

**HB 447** — Budget — Portion relating to Aeronautics Division was approved in hearing Feb. 14.

**HB 479** — Air ambulance bill — Passed the House with amendments.

**HB 511** — Increase in cigarette tax for long-range building program of which one-quarter cent will go toward paying off \$1.5 million bond for airport development programs. Hearing March 3 — House Taxation Committee.

**HB 573** — Aviation fuel tax — Still in Taxation Committee.

**HB 636** — Flight plans — Passed the House with amendments.

**HB 686** — Transfer of administration of postsecondary schools from Dept. of Commerce to Higher Education. This would affect flight schools — No action taken — Not transferred to the Senate by deadline — Unofficially killed.

**HB 776** — Reinstatement of the Board of Aeronautics as a quasi-judicial body — Passed House with amendments.

**HB 802** — Control of the application of pesticides — Passed the House with amendments.

**HB 820** — Establishing an account to receive proceeds of long-range building program bonds to provide loans for airport improvements — Passed the House.

**SB 119** — Reinstatement of Aeronautics Board as advisory body only — Held in Committee. Not transferred to House by deadline — Unofficially killed.

**SB 212** — Registration of ultralights and ultralight pilots — Passed the Senate.

**SB 238** — Control of the application of pesticides — Killed in Committee.

**SB 336** — Revising aerial hunting laws — Passed the Senate.

**SB 408** — Aircraft licensing in lieu of property tax — Passed the Senate Taxation Committee.

\* \* \* \*

We are working very closely with the Montana Department of Natural Resources and Conservation and the BPA on the proposed power line routing from Garrison west to the Idaho border. There are several canyon, river, and road crossings which are of concern; and we are working to assure that the air navigation safety concerns are adequately addressed. The 24-hour strobe lights along with the marker spheres have been installed at Boulder Pass; and although the flight crossing altitude is now raised, the markings appear to meet minimum safety standards. We will keep you posted on future progress regarding the power line construction.



**Montana and the Sky**  
USPS 359 E60

**DEPARTMENT OF COMMERCE**  
Ted Schwinden, Governor  
Gary Buchanan, Director

**Official Monthly Publication**  
of the  
**AERONAUTICS DIVISION**  
Phone 449-2506  
Box 5178  
Helena, Montana 59604  
Michael D. Ferguson  
Administrator

**AERONAUTICS BOARD**  
Herb Sammons, Chairman  
Maurice Sandmeyer, Secretary  
James McLean, Member  
Robert N. Miller, Member  
C. R. Ugrin, Member  
Terry D. Marshall, Member  
Myron K. Strand, Member

**MONTANA AND THE SKY** is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at Helena, Montana 59604  
Subscription \$2.00 per year  
Editor: Martha E. Kurtz



## MAVIS RECEIVES FAA AWARD



Will Mavis, chief of the Helena Airport control tower, recently received the "Outstanding Performance Award" from the FAA. Will was honored at a public reception held at the Helena Airport terminal. He has been employed with the FAA for 27 years, 8 of them in Helena. Will has become well known to pilots throughout the state for his active participation in search pilot clinics, survival clinics, and density altitude clinics sponsored by the Montana Aeronautics Division. In the photo above are (from left) Will's wife Isabelle; David Wanzenried, executive assistant to Governor Schwinden; Will; and Dr. Faust Alvarez, chairman of the Helena Airport Board. Wanzenried presented Will with a certificate of appreciation on behalf of Governor Schwinden.



Mike Ferguson presented Will Mavis with a certificate of appreciation from the Montana Aeronautics Division for his support of and active involvement in Division safety and education programs.

## CALENDAR

May 14 - 15 —MAAA meeting, Laurel/Billings.

May 27 - 29 — Wyoming Flying Farmers Convention, Holiday Inn, Sheridan, Wyo.

June 3 - 5 — MPA Convention, Bozeman.

June 19 - 24 — Flying Physicians Association, Jackson Lake Lodge, Grand Tetons.

June 25 — Flying Farmers Queens Fly-In, Carol & Jerry Fachner's, Wolf Point.

July 10 — Aviation Day/Open House, Missoula.

July 15 - 17 — Schafer Meadows Fly-In.

July 22 - 24 — Antique fly-In.

Aug. 13 — Helena Air Show.

Aug. 25 — Bozeman Air Show.

Sept. 23 - 25 — Mountain Search Pilot Clinic, Kalispell.

Oct. 1 — Jackpot Air Race.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

## HELP . . . .

At the suggestion of Dr. Ronald Peterson of Great Falls, Montana and the Sky would like to compile a list of restaurants in the state which not only have good food but are located only a short distance from a landing strip or airport. If you have a favorite which would fall under this category, let us know. Please include some idea of the type of food served and anything else you feel might be helpful in such a listing. Directions to finding the place might also be appropriate in some cases. We will compile the responses and publish them.

A recent news release from the AOPA indicates that although fewer people are starting to learn to fly, the completion rate is up. In 1982 private pilot license issuances were up 14.1% over the previous year.

# Mechanics Refresher Seminar A Success

Montana Aeronautics Division hosted its annual Aircraft Mechanics Refresher Seminar on February 8, 9, and 10 in Helena at the Coach House East.

This year's program included representatives from three engine companies: Avco-Lycoming, Teledyne Continental Motors, and Pratt and Whitney. Also on hand was Chadwick-Helmuth, which made a presentation on balancing props and rotor blades. Representatives from Champion Spark Plugs, Bendix, Atacs, Aviation Office of America, and Superior Air Parts brought new ideas for discussion to the mechanics in attendance. The FAA was represented by Billings FSDO Jim Crouse, who reviewed the latest regulations, and Dick Blaesius, who explained avionics installation procedures and provided an informative slide show.

The FAA from Helena FSDO was represented by Bob Taylor, manager, and Dick Brodowy, maintenance inspector.

Students enrolled in the airframe

and powerplant course at Helena Vo-Tech Center were invited to attend and enjoyed meeting the mechanics from around the state and listening to the discussions with the company representatives.



Fred Hasskamp, chief of the Aeronautics Division Safety & Education Bureau, addresses a session.

The overflow group was enthusiastic about this year's program and expressed appreciation for the knowledge gained from the presentations. The Montana Aeronautics Division really appreciated the company representatives from all parts of the country coming to Montana at their own expense to be a part of this seminar.



Mac Childers from Ennis (left) visits with Charles Dedmon of Superior Air Parts.



David Bauer (left) from East Helena listens to Bob Morefield who represented Chadwick-Helmuth Company of Auburn, Wash.



Mike Ferguson, Aeronautics Division administrator, introduces the clinic and welcomes the participants.



Participants listen during a classroom session.



Jim Crouse of the Billings FSDO office of the FAA explains FAA regulations and maintenance standards.



Patty Mitchell presents a door prize given by Omaha Aircraft Supply to Gary Knutson who recently graduated from the Vo-Tech.



Monte Martinez of ATACS demonstrates his bonding methods.



Joe Hutterer of Avco-Lycoming addresses participants on the service and maintenance of Lycoming engines.



Frank Gurko, representing Champion Spark Plugs, presents a door prize to Greg Robbeloth of Hamilton.



Patty Mitchell joins Kurt Haigis (left) and Fletcher Sharp, both from Pratt & Whitney Aircraft.



Frank Gurko, Champion Spark Plugs, presents a door prize to Stan Reed of Hamilton.

## Pilots Asked To Help Reduce ELT Alerts

The Aircraft Owners and Pilots Association has asked its members to reduce the massive search and rescue overload caused by malfunctioning emergency locator beacons. AOPA asked its members to check radio frequency 121.5 MHz prior to shutdown as part of the prevention program.

AOPA President John Baker said the "distinctive signal you hear may be your own, or from a parked aircraft nearby. Either way, pilots can help themselves or each other getting ELTs shut off prior to full-scale rescue effort."

Baker said the false alarm problem has grown into massive proportions now that the search and rescue satellite (SARSAT), covering a path 3,000 miles wide on each pass, is proving more successful than expected.

Baker said that more than 90% of the ELT alerts ultimately turn out to be false alarms.

"Sorting out, locating and shutting down those units not only costs money and time, but it diverts resources from tracking down real alarms," Baker added.

## Peterson Assigned To Billings

The FAA recently announced the assignment of Wayne E. Peterson as facility manager at the Billings tower. He previously held an evaluation staff position in the Northwest Mountain Regional Office in Seattle.

Wayne started his career in Chicago as an air traffic controller when the DC-3 was the backbone of the airline fleet. He has since been assigned to the USAF at Grand Forks and Minot, been facility manager at Grand Forks and Sioux Falls, operations officer at Salt Lake City tower and operations and procedures specialist in the former Rocky Mountain Regional Office in Denver.

Wayne has a BS degree and holds a commercial pilot's license with single, multi-engine, instrument ratings and a flight instructor certificate. He is looking forward to participating in the aviation community in the Billings area.



Wayne Peterson

\*\*\*\*\*

Classified Ad: "Found, ladies purse in my plane. Owner can have same by describing and paying for this ad. If owner can explain to my wife how I got there, I'll pay for the ad."

# Private Aviation Flying High

General aviation showed gains during 1982 despite a depressed market for aircraft sales, Aircraft Owners and Pilots Association says.

About 20% more private pilots were licensed last year than in 1981 even though there was a decrease in the number of new student pilots.

"Although fewer persons are starting to learn to fly," says AOPA President John L. Baker, "more of those beginning are staying with it and getting their private licenses."

Fatal accidents are down 11% from 1981. When this reduction is placed against the hours flown, Baker predicts, the data will show a further improvement in accident rates which continues a downward trend.

The AOPA president predicts a long-term growth for use of the personal airplane.

"All one needs to do is look at the past to know where we're going," Baker says. "In the past 20 years the number of pilots has doubled and the active fleet of general aviation aircraft has nearly tripled."

Although a great deal of emphasis has been placed on business flying by general aviation, Baker says, this segment represents a slower growth pattern than does use of the aircraft for personal transportation.

Twenty years ago business aircraft represented nearly half of the active fleet. Today that figure is less than one-third.

According to a survey by the Federal Aviation Administration, only 24% of the general aviation fleet of 213,000 shows business transportation as the primary use. Owners of 45% of the fleet have personal transportation as the primary use. The remainder is primarily special activities such as aerial application in agriculture, instruction or executive transportation.

Executive flying represents only about 7% of the fleet.

Baker says there are many favorable factors working for the continued growth of personal and business aircraft.

"In the past 20 years airlines have dropped 20% of the cities they once served and frequency of service has been severely reduced at scores of others."

A 55 mile-per-hour highway speed limit, fuel efficiency and better utilization of time are other forces pushing people to their own air transportation.

Baker also credits the rapidly expanding ultralight aircraft program for aviation's growth.

"These light, inexpensive vehicles which grew out of the hang glider movement are introducing thousands of people to flying," Baker adds, "and none of this present activity is included in fleet size or operational data."

General aviation is now the largest air carrier in the world. General aviation operates 98% of the civil airplanes in the U.S. and transports 44% of the people who use air transportation.

Miles City Student

## Solos

Paula Pearcy of Miles City was the third generation pilot to solo in the Pearcy family when she piloted her Super Cub on December 12, 1982.

Her grandfather, Merrill Pearcy, flew in the military in 1942 and obtained his ATR in 1945. His wife, Helen E. Pearcy, was one of the first Montana women pilots when she soloed at Miles City in 1940.

Following the family tradition and love for flying, Merrill Pearcy Jr. also soloed at the Miles City Airport and went on to get his commercial, instrument, multi-engine, instructor, and A & P and IA licenses as well.

Paula is a junior at Custer County High School and didn't waste any time in learning to fly. She is only 16. She plans to get her private pilot license when she is 17.



Paula Pearcy with the Super Cub in which she soloed.

# CONGRATULATIONS!

*FAA Certificates  
Issued  
Recently to Pilots*

## PRIVATE

William Olsen .....	Kalispell
Jim Gustitis .....	Scobey
James Schindler .....	Missoula
Duane Rasmussen .....	Culbertson
R. Duncan .....	Huson
John Sult .....	Sidney
Joe Ufen .....	Butte
David Juhl .....	Billings
David Franich .....	Butte
Robert Wedlake .....	Butte
Timothy Jacobsen .....	Bozeman
Steven Mahoney .....	Helena
Henry Elbrecht, II .....	Helena
Pete Helden .....	Bozeman
Dean Frost .....	Hamilton

William Sweigart .....	Hamilton
Johney Higgins .....	Stevensville
Edward Bowers .....	Hamilton
Debbie Solum .....	Rudyard
David Stover .....	Havre
James O'Hara .....	Fort Benton
Dale Samuels .....	East Helena
Evelyn McNinch .....	Dell
William Strebik .....	Conrad

## COMMERCIAL

Jay Zygmund .....	Billings
Richard Johnson .....	Butte
William Ostermiller .....	Laurel
Lonnie Roberts .....	Hamilton

## INSTRUMENT

Frederick Weber .....	Kalispell
John Heidema .....	Manhattan

## MULTI-ENGINE

Ryan Sandvig .....	Fort Benton
--------------------	-------------

## ATP

Bruce Miklos .....	Billings
Daniel Marsh .....	Great Falls

## INSTRUCTOR

Kay Roam .....	Billings (Instrument Ground)
David Hoerner .....	Columbia Falls
Donald Johnson .....	Billings
Rory Van De Kop .....	Cut Bank
Ryan Sandvig .....	Fort Benton
Wallace Allen .....	Billings

## WINGS

### Phase I:

Thomas Young .....	Roundup
John Roberts .....	Billings

### Phase II:

Daniel Owen .....	Billings
-------------------	----------

### Phase III:

Lloyd Hansen .....	Missoula
--------------------	----------

2,500 copies of this public document were published at an estimated cost of \$.24 per copy, for a total cost of \$598.55, which included \$459.55 for printing and \$139.00 for distribution.

## MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."

March 1983



P.O. Box 5178  
Helena, Montana 59604

Second-Class  
Postage Paid at  
Helena, MT 59604